

THE ILLUSTRATED LONDON NEWS

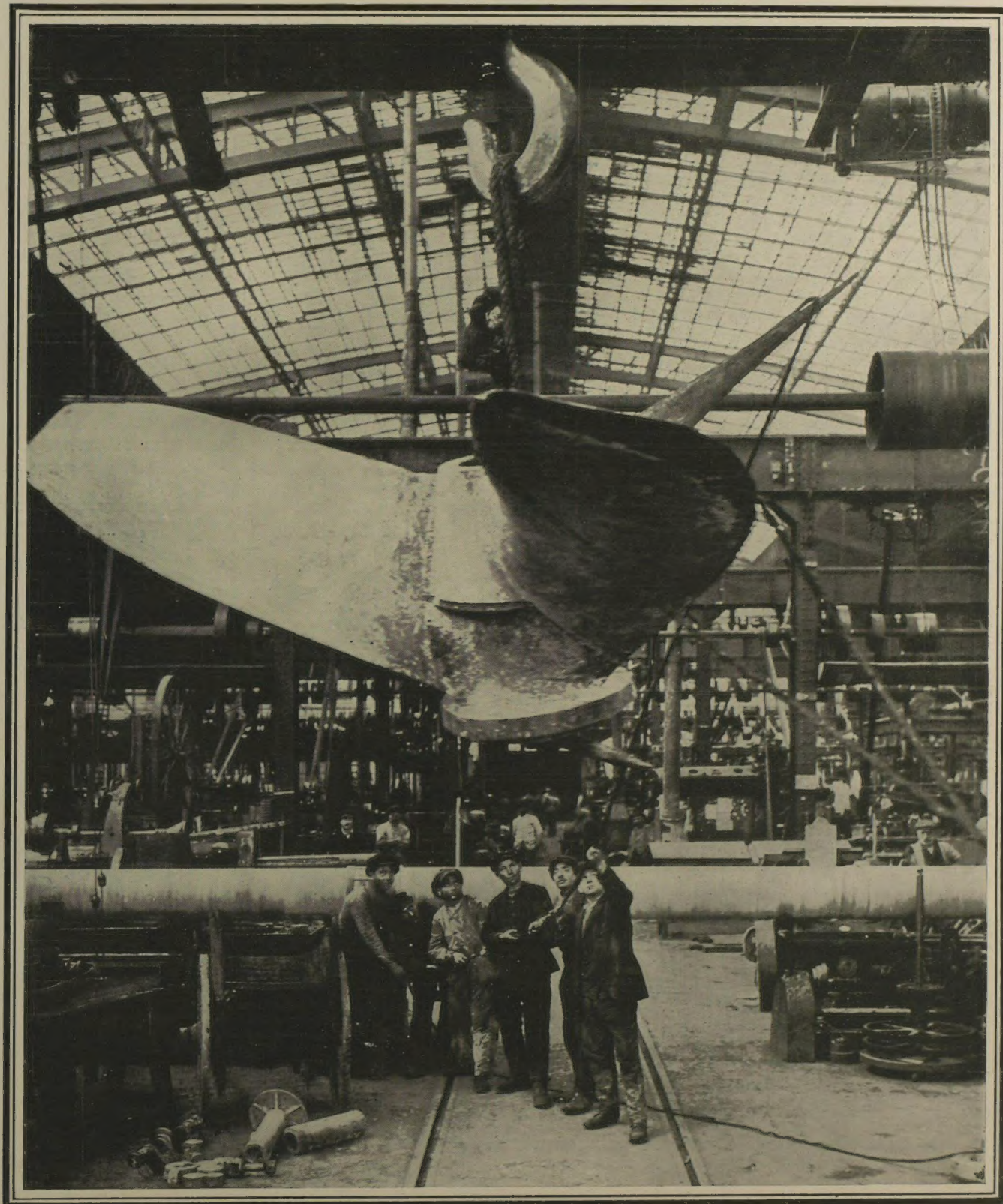
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4034. VOL CXLIX

SATURDAY, AUGUST 12, 1916.

SIXPENCE.

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WORK FOR THE FRENCH NAVY: A WAR-SHIP'S PROPELLER BEING SHIFTED, AT TOULON.

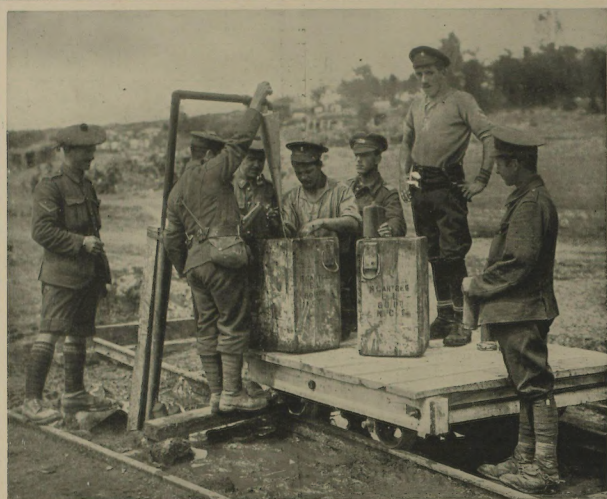
Toulon Dockyard and naval arsenal, in one of the workshops of which the above photograph was taken, has been the head-centre of French naval activity in the same way that Malta has served for our own Mediterranean squadrons, and the great

Italian dockyards for the Italian fleet. All three navies have co-operated with the most complete accord alike in the Western Mediterranean, in the Levant, and in the Adriatic—the Italian navy's special sphere.

PHOTOGRAPH BY THE PHOTOGRAPHIC SECTION OF THE FRENCH ARMY; EXHIBITED AT THE ROYAL GEORGIAN GALLERIES, 180, OXFORD STREET, W.

THE DOMESTIC SIDE OF WAR: CATERING, MENDING, AND HAIR-DRESSING FOR BRITISH TROOPS AT THE FRONT.

OFFICIAL PHOTOGRAPHS ISSUED BY THE PRESS BUREAU.



THE IMPORTANT ITEM OF WATER-SUPPLY: A PIPE LAID AT THE TERMINUS OF A LIGHT RAILWAY, AND SOLDIERS HAVING THEIR BOTTLES FILLED.



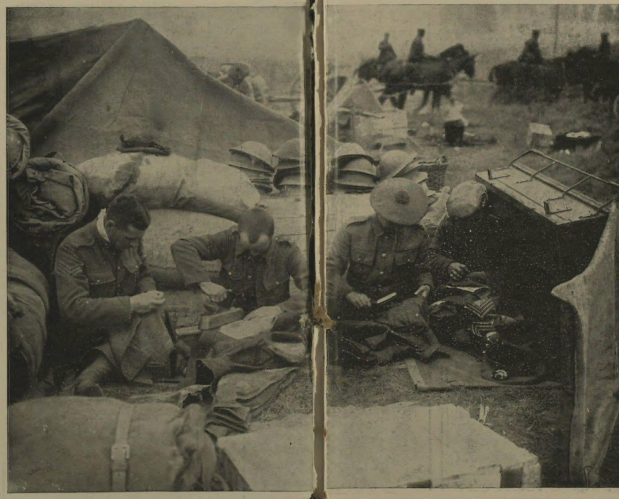
ANOTHER VERY IMPORTANT MATTER—KEEPING THE SOLDIERS WELL SHOD: HIGHLANDERS AT WORK ON THE REPAIRING OF BOOTS.



PART OF A VAST CATERING ORGANISATION FOR THE BEST-FED ARMY IN THE WORLD: SERVING RATIONS UP IN SECTIONS.



"HAIR CUT, PLEASE!" A SCOTTISH "TRENCH-BARRIER'S HAIR-DRESSING ESTABLISHMENT" SOMEWHERE IN THE BRITISH LINES.



PLYING THE NEEDLE AND THE IRON: ARMY TAILORS, OF THE ACTIVE SERVICE TYPE, MENDING CLOTHES.



A PERSONAGE OF GREAT IMPORTANCE: AN ARMY COOK ENGAGED AT A FIELD-KITCHEN IN PREPARING DINNER FOR THE TROOPS.

War is not all fighting, as may be seen from these photographs taken behind the lines during the British advance on the Western Front. Between the base and the firing-line there are countless forms of activity, of which a few are here illustrated. A very interesting impression of all the supplementary work that is needed to keep up our armies at the front was given the other day by Lord Northcliffe, in his article on "The Army Behind the Army." "Presently," he writes, "we come to the roads where one sees one of the triumphs of the war, the transport which brings the ammunition for the guns and the food for the men, a transport which has had to meet all kinds of unexpected difficulties. The last is water, for our troops are approaching a part of France which is as chalky and dry as our South Downs. . . . Difficult as economy and war are to mate, I have on the occasion of this visit, and in contrast

to the days of 1914, seen nothing wasted. . . . To-day there is enough food and a greater variety of foods than before, but there is no waste that is visible even to an inquisitive critic. Coming to the front, not only in the high commands and among regimental officers and along the L. of C. (Lines of Communication) is a pleasing proportion of Scotch folk, who, while generous in the giving of ambulances, are not accustomed to waste anything in war or at any other time. To-day, almost before the reek and fume of battle are over . . . the Salvage Corps appears on the bloody and shell-churned scene. . . . Elsewhere I saw men using the most modern Northampton machinery for soling and heeling any pair of old boots that would stand the operation, and such foot-gear as was useless was not wasted, for by an ingenious contrivance, invented on the spot by a young Dublin bootmaker, the upper parts were being converted into boot-laces by the thousand."

LORD BUXTON IN NORTHERN RHODESIA: AN INDABA WITH YETTA III.

PHOTOGRAPHS BY PERCY M. CLARK, F.R.G.S.



THE KING OF THE BAROTSE VISITS THE HIGH COMMISSIONER FOR SOUTH AFRICA: YETTA III. ARRIVING AT LORD BUXTON'S CAMP AT KAZANGULA.



BAROTSE RIVER CRAFT ON THE UPPER ZAMBESI: PART OF THE FLOTILLA THAT ESCORTED KING YETTA III. TO KAZANGULA.



SHOWING (IN THE CENTRE) A KIND OF DULCIMER, OR CZIMBALOM: SOME OF THE BAROTSE NATIVES AT THE INDABA AT KAZANGULA.



THE HIGH COMMISSIONER OF SOUTH AFRICA AND THE SUCCESSOR OF LEWANIKA: LORD BUXTON AND KING YETTA III.

These interesting photographs illustrate (to quote our correspondent) "a very important meeting between Lord Buxton and King Yetta III. (late 'Liti E. Lewanika), at Kazangula, 50 miles above the Victoria Falls, on the Upper Zambesi." The reception, or *indaba*, took place on June 26: Lord and Lady Buxton and their party had just made a tour in Southern Rhodesia, and by June 20 had gone to Northern Rhodesia for a short holiday. There is a scheme on foot for amalgamating Southern and Northern Rhodesia, but the High Commissioner made no definite pronouncement on the subject, saying that the Imperial Government would leave the decision to the colonists themselves. King

Yetta III. is the native ruler of Barotseland, or North-Western Rhodesia. This and North-Eastern Rhodesia now form one territory known as Northern Rhodesia, separated from Southern Rhodesia by the Zambesi. It may be recalled that the late King of Barotseland, Lewanika, died in February last. He came of a long line of Barotse rulers, and succeeded in 1877. In 1897 his kingdom was placed definitely under British protection, the King receiving an annual subsidy from the Chartered Company. Lewanika, who was an intelligent and broad-minded man, visited England as a Royal guest at the Coronation of King Edward in 1902. In 1910 he went to welcome the Duke of

(Continued on page 181)

THE HIGH COMMISSIONER FOR SOUTH AFRICA ON THE ZAMBESI.

PHOTOGRAPHS BY PERCY M. CLARK, F.R.G.S.



THE KING OF BAROTSELAND ARRIVES BY WATER FOR THE INDABA: KING YETTA'S CANOE REACHES LORD BUXTON'S CAMP AT KAZANGULA.



WITH THE UNION JACK ASTERN AND A CREW OF FOURTEEN STALWART BAROTSE: LORD AND LADY BUXTON GO A-FISHING ON THE ZAMBESI.

Continued.
Connaught at Livingstone, North-Western Rhodesia. After the war broke out, Lewanika wrote to the Administrator of Northern Rhodesia: "The Indunas and myself we want call in all our people, and then when they here we shall tell them to make ready for the war to help the Government. We shall stand always to be under the English flag." King Yetta is following in the loyal footsteps of his predecessor. In the recent report of the British South Africa Company, issued in March, the Chief Native Commissioner says, with regard to the splendid loyalty of the natives of Rhodesia: "They view with calm confidence the termination of the war in favour of Great Britain and her Allies.

This is evident in that they continue to remain in a state of placid contentment unbroken by any unrest or dissatisfaction with the Government under which they live, and I have no hesitation in stating that, should occasion ever arise to call in their services for military purposes, they would loyally respond." During his tour in Rhodesia Lord Buxton, visited Bulawayo, Livingstone, and the Victoria Falls. On June 21 the party motored to Katambovu, where they went into camp for a fishing expedition. It was at this camp that King Yetta was received by the High Commissioner. There were 2000 Barotse present on the occasion.



By G. K. CHESTERTON.

THE German Government can be relied upon: it is a very present help in trouble. All kinds of other forces, generous, treacherous, neutral, accidental, may be making for the escape of the Prussian tyrants; but their own acts make steadily and singly for their destruction. The world may be in a din of divided counsels discussing the fate of the Prussian ruler, calling for a cure, for a commutation, for a reprieve, for an amnesty; but when once we can hear through the hubbub the voice of the Prussian ruler himself, it is the voice of a suicide crying aloud on death. To the last he will leave us no excuse for forgetting what manner of man he is. For many months now, innumerable and by no means contemptible influences have been pressing towards a partial peace. Through the mere mellowing of time a long war has almost the healing character of a long peace. The foe becomes familiar like a sort of friend; and even hatred grows milder when it is a habit. Moreover, the enemy's very misfortune is his good fortune. The men marching against him are the heirs of all that was meant by chivalry; and his very reverses force him, in spite of himself, into that posture of a noble despair which he has always despised as romantic. Dark and featureless against his sunset, he looks almost picturesque. If he would only stand still, his destroyers also might almost be brought to a stand before him, as they were before the Dead Cid. But he will not stand still. Those who distrust him most deeply have only to wait a little, and he is certain to do something. And the sort of thing he will do will be after the manner of the murder of Captain Fryatt.

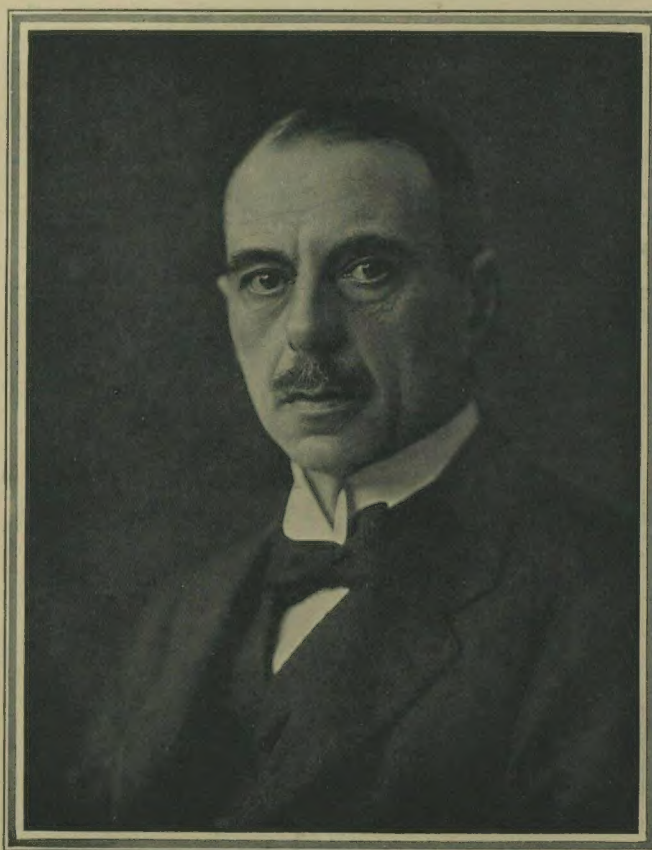
I do not know whether it is worth while to pull to pieces the sophistical pretence about "the *franc-tireur* of the sea" with which the German Press sought to cover it. The whole idea of shooting the *franc-tireur* in the sense of a civilian who defends his home from soldiery is a piece of German pedantry, and will probably not survive the fall of the German power. But even accepting the *franc-tireur* notion as it stands, to call a man like Captain Fryatt a *franc-tireur* is utter nonsense, alike in the letter and the spirit. In the letter, his case is specially covered and protected by international law. In the spirit, the origin, motive, and meaning of his attitude are utterly different. The case against the civilian sniper rested on the idea that the ordinary civilian was safe as a sort of neutral. But the German submarine admittedly pursues and sinks the non-combatant in a peaceful mercantile boat as a private assassin pursues and stabs a private enemy. If it had ever been contemplated in theory that a particular soldier should go after a particular merchant and kill him with a sword-bayonet, the principle touching the *franc-tireur* would never have been admitted at all. We may, under severe penalties, forbid the non-combatant to fight. We cannot do it if we ourselves turn the non-combatant into a combatant by fighting him. If a peasant crawls into a tent and clubs a soldier asleep, the peasant may be executed although he is a civilian, or even because he is a civilian. But if a soldier crawls into a house and tries to kill a householder, and the householder uses his revolver, then (if the revolver misses) in well-regulated armies it is the soldier who is executed. And in so far as the submarine creates a new situation, it simply creates a new

enemy. You must treat as a prisoner of war a person you have yourself brought into the war. The Germans might as logically shoot all the Belgian soldiers they capture for having violated the neutrality of Belgium. Very likely they will, before we have done with them.

But we shall be nearer the truth about this strange group if we say that such a thing is not really done on a pretence that it is lawful, but rather because it is unlawful. It is not merely by the coincidence of their military condition in the campaign that we can say that their chief object is "to break out."

eyesore; every monument they make is a colossus of incompetence; but they must be as busy as bees at the building of new prisons. They have produced no original soldiers; they are rapidly running short even of fresh soldiers; but they are always ready to oblige us with a new type of convict, or somebody in fetters for the first time. What, for instance, are we to say of the women and children quite suddenly kidnapped from Lille? Were they all *francs-tireurs*?

This monstrous delusion about freedom is, as I have often said, the one unique and hopeless mark of the modern German. He is convinced that anarchy is novelty, and that novelty is progress. While this delusion remains there will always be a special case against Prussian Imperialism which does not exist against any other tyranny in the world, even the tyranny of the Turk. The Turk does not propose to have more and more wives; if anything, less and less. And if he has sometimes made men choose between the Koran and the sword, it was a Koran to which nothing could be added. He does not, like the German, ask us to choose between an infinite vista of professorial theories and an equally infinite vista of chemical poisons and torments. The German asks us to accept whatever his libraries may contain on pain of suffering whatever his laboratories may invent. For men who think clearly and can trace back their opinions to a root in reason, this truth will always make Prussianism a peculiar peril, different in kind from any reaction or stupidity that may be discovered, not merely in Turkey, but in Russia or England. But men who think clearly are not common in a sceptical age. And it is vitally desirable, in the face of the superficial criticism common at such a time, that both England and Russia should avoid giving the enemy even occasion to blaspheme. In so far as we cling even to our old mistakes we are giving the enemy an indirect encouragement in his insensate output of new mistakes. Herein lies, of course, the very real, though I hope temporary, tragedy of the break-down of negotiations about Ireland. The Prussian is forced to keep up an incessant excitement of these destructive novelties. He is obliged to do wilder and wilder things to prove that he is a devil of a fellow, lest the world should find out what a poor devil he is. But England in Ireland, and Russia in Poland, are merely entangled in old troubles, the continuance of which is not in the least necessary to their power and dignity. It is this that makes a belated rally of mere reaction in these two Empires especially exasperating. It is, unfortunately, only too true that so long as we wantonly keep this wound open in



THE LATE M.P. FOR MANSFIELD, NOTTS: SIR ARTHUR MARKHAM, BT.

Sir Arthur Markham, M.P. for Mansfield, whose sudden death on August 5, at the age of fifty, has come as a shock to a wide circle of friends in and out of Parliament, entered the House of Commons in 1900. Although elected as a Liberal, from the first he adopted an independent attitude, freely criticising whichever party was in power. That brought him into conflict at one time or another with the leading statesmen in several Ministries, but his personal qualities enabled him to retain the friendly, and often the affectionate, regard of all, while with his fellow-members on both sides of the House he was a general favourite. For some time past Sir Arthur Markham was aware that he was suffering from incurable heart disease, but he refused to take the rest the doctors urged on him. Only a week ago he was asking questions in the House. Sir Arthur Markham received his baronetcy in 1914. He married in 1898, and is succeeded by his eldest son, Charles, now in his seventeenth year.—[Photograph by Swaine.]

Destruction is their only originality. Their notion of progress and invention is to kill something that nobody else has killed, or to burn something that nobody has ever burned before. To fight outside the ropes, to hit below the belt, to disregard a boundary or break an understanding—this is the spiritual essence of that elusive yet real element which their philosophers call German Freedom. Their spirit of innovation can no longer give us anything fresh in creation or conviction, or even in military initiative. Germania has long ceased to bring forth her great children, with their childish but poetical type of wonder; she has never anything fresh to offer us but a fresh sort of corpse. German architecture is an

our own Empire we greatly weaken our power to demand the political resurrection of Poland. It is equally certain that, until that resurrection is effected, the false philosophy with which the Allies contend will be unconquered and ready to reappear as a conqueror. Poland is the central pillar of Europe. Since it was broken by Frederick the Great, the whole temple has rocked to and fro. That void was the nearest the Prussian has ever come to creating anything—the non-existence of a great nation. And only when it is restored the whole black episode of Frederick will be ended like the episode of Attila.

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TAKEN BY THE FRENCH IN ACTION ON THE SOMME: A UNIQUE TROPHY.



OPEN AND CLOSED: A GIANT GERMAN FIELD-PERISCOPE WITH TELESCOPIC TUBE, MOUNTED ON ITS TRAVELLING CARRIAGE.

This notable trophy was taken from the enemy by the French during the earlier battles on the Somme. It was captured in the wood of Assewillers, near the village so named, which is situated a short distance beyond Bequincourt and Fay, south of the river, and on the road to Péronne. In that district the French made their opening series of attacks in July. The main illustration shows the periscope on its wheeled travelling-carriage elevated to a height of 15 mètres—approximately, 50 feet. It was constructed by Zeiss

of Jena, and is fitted with exceptionally powerful lenses. For ordinary purposes, 15 mètres is the height at which the apparatus is used, and its carriage supported the tube by itself at that elevation. To get the farthest possible view the periscope can be extended to 25 mètres, being kept in position by means of stays and struts. The periscope, packed for travelling, is seen in the inset. It was like that when captured, and the French, it is said, at first thought that it was a new piece of artillery.

THE HEAVY GERMAN TOUCH IN NUMISMATICS!

PHOTOGRAPHS OF CASTS OF MEDALS EXHIBITED AT THE VICTORIA AND

A LONDON COLLECTION OF ENEMY WAR MEDALS.

ALBERT MUSEUM; REPRODUCED BY COURTESY OF THE DIRECTOR.



4. ELEPHANTINE GERMAN HUMOUR: A GERMAN MEDAL ON THE OCCASION OF THE LANDING OF INDIAN TROOPS AT MARSEILLES.



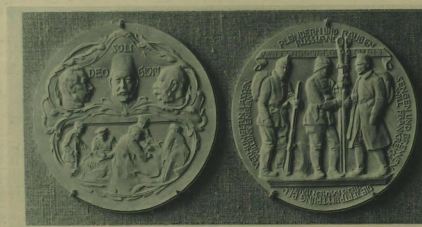
A. THE ALLIES AS A GERMAN HUMORIST: THE UNITED STATES.



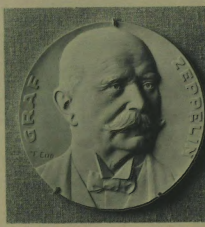
6. THE "GOTT STRAFE ENGLAND" POLICY AND ONE OF ITS CHIEF EXPONENTS: A GERMAN MEDAL OF GRAND ADMIRAL VON TITZ.



5. IN THE EYES OF GERMANY A "COUNCIL OF KING EDWARD AND THE FOUR



7. FROUD SENTIMENTS ASCRIBED TO THE KAISER, THE SULTAN, AND THE AUSTRIAN EMPEROR: A GERMAN MEDAL IN HONOUR OF THE NEW TRIPLE ALLIANCE.



8. THE HERO OF GERMAN FREIGHTFULNESS IN THE AIR: AND A



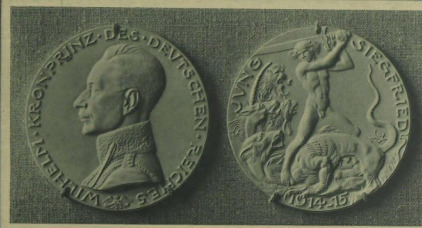
SEE THEM: A GERMAN MEDAL REPRESENTING EXTENSIVE POWERS.



9. GERMAN FEELING TOWARDS THE UNITED STATES EXPRESSED HUMORISTICALLY: A GERMAN MEDAL ON AMERICAN NEUTRALITY.



INCREDULITIES: A GERMAN MEDAL SHOWING CHIEF EXTENSIVE FOREIGN MINISTERS



6. "THE YOUNG STEPHEN" WHO HAS SACRIFICED VICTIMATIONS OF GERMANY AT VERDUN: A GERMAN MEDAL IN HONOUR OF THE CROWN PRINCE



A GERMAN MEDAL IN HONOUR OF COUNT ZEPPELIN



6. COMMEMORATING A GERMAN NAVAL DEFEAT: A GERMAN MEDAL TO THE THREE COUNTS FOR SPY, LOST IN THE BATTLE OF THE FAIRLAND ISLANDS.

These remarkably interesting photographs of casts of German war-medals which was on view at the Victoria and Albert Museum, are reproduced by courtesy of the Director of the Museum, Sir Cecil Smith. The medal struck on the occasion of the sinking of the "Lusitania," also in the collection, with a few others, is not given here, as it has already been reproduced in our paper. It may be well to give a rough translation of the German inscriptions on the above medals, of which the obverse and reverse are shown in each case. No. 1, on the landing of the Indians at Marseilles, reads: (Left) "All right. Let's be off again for the theatre of war!" (Right) "Long live the English! We are saved. Great situation! Indians at Marseilles!" No. 2, on the Allied Powers, reads: (Left) "The Alliance of Perfidy." (Right) "Kill him! The tribunal of the world does not ask you for the reason." No. 3, on American neutrality, reads: (Right) "America's neutral action." No. 4, on Admiral von Tiz, reads: (Left) "Allied von Tiz, Grand Admiral." (Right) "God punish England, 18 Feb. 1915." No. 5, on the Foreign Minister of the Emperor, reads: (Left) "Dönnau, Gey, Jersky, Schand, Council of Incompetence." (In the left-hand

corner is the head of King Edward VII.) (Right) "The lying campaign of the Quadruple Entente. Victorious march to Berlin, Vienna, Constantinople. Revolution in Berlin. Germany is starving. The cathedral at Rheims in ruins. The end of the barbarism." No. 6, on the Crown Prince, reads: (Left) "Wilhelm, Crown Prince of the German Empire"; (Right) "Young England." No. 7, on the new Triple Alliance, reads: (Left) "To God alone the glory"; (Right) "Brotherhood of arms. England wants to starve us, Russia to plunder and rob. France wants to burn and 'steal' to avenge the devastation of Belgium." No. 8, on the Emperor, reads: (Left) "Count Zeppelin"; (Right) "All-read on London, 17-18, 8, 1915." No. 9, on the three Counts von Spee, reads: (Left) "Helmuth, Maximilian, Otto, Counts von Spee. The father, Admiral on board the 'Scharnhorst', commanding a small squadron. The older son, Lieutenant on board the 'Goeben'. Otto also a Lieutenant, on board the 'Mitscher'. Near the Falkland Islands on the High Seas these German heroes lie. There is the third Count Spee."

GAS AND COUNTER-FIRES: GERMANS ATTACKED WITH THEIR

DRAWN BY A. FORESTIER



OWN WEAPON; AND THEIR NEW METHOD OF DEFENCE.

FROM MATERIAL SUPPLIED.



SHOWING FIRES LIT BY THE ENEMY ALONG THEIR LINES WITH THE IDEA OF FIGHTING THE

As Lord Kitchener pointed out in one of his speeches in the House of Lords after the enemy's first surprise attack with asphyxiating gas, at Ypres, the introduction by the Germans of this method of warfare, expressly forbidden by the Hague Convention, made it imperative to enable our troops to reply in kind, lest they should be placed permanently at an unfair disadvantage. Thus the Allies were compelled to resort to the use of gas, while the stigma of having begun it rests upon the enemy. They have only themselves to thank, therefore, if they are repaid in their own coin. A recent instance of a gas-attack by British troops against the Germans was mentioned in an official despatch from our General Headquarters

GAS CLOUD OVER THEIR HEADS: A BRITISH GAS ATTACK UPON THE GERMAN TRENCHES.

in France. "To the south of the La Bassée Canal," it stated, "after a discharge of gas and smoke, we made some successful raids into the enemy's front line." The Germans have now adopted a new method of attempting to cope with gas-attacks. At one part of their front during the British offensive, on seeing the gas approaching, they lit a series of fires in little oil braziers, with the idea that the upward draught caused by the flames might lift the gas-cloud and carry it over their heads. In the illustration these fires are shown along the enemy's front line of trenches in the background. Our troops, wearing gas-helmets, are awaiting orders to climb the parapet and advance to the attack.—[Drawing Copyrighted in the United States and Canada.]

PLAYING THEIR PART IN THE WEST: GUNS AND SHELLS.

BRITISH OFFICIAL PRESS BUREAU AND FRENCH OFFICIAL WAR OFFICE PHOTOGRAPHS.



ARMED WITH AN AUTOMATIC WEAPON THAT IS DOING INVALUABLE WORK: BRITISH CAVALRYMEN GOING INTO ACTION WITH A "LEWIS" GUN.



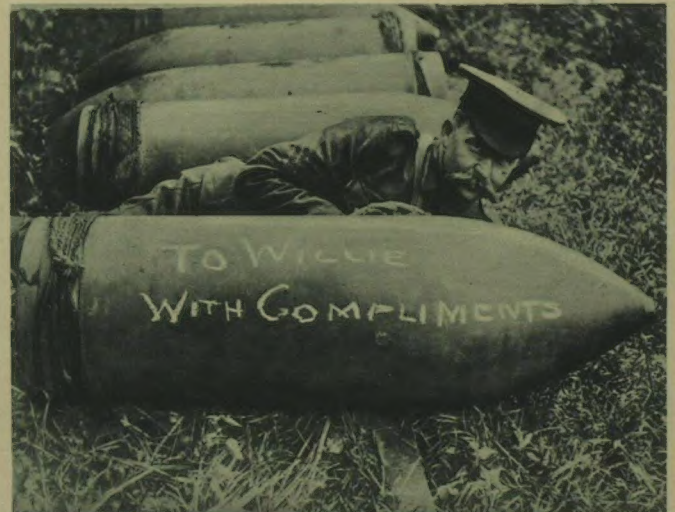
ARMED WITH AN AUTOMATIC WEAPON THAT IS DOING INVALUABLE WORK: BRITISH CAVALRYMEN GOING INTO ACTION WITH A "LEWIS" GUN.



AT THE FRENCH BATTLE-FRONT ON THE SOMME: HEAVY GUNS IN ACTION (ARTILLERIE LOURDE SUR VOIE FERRÉE).



CLOSE BEHIND THE BRITISH BOMBARDING LINE: AN AVENUE OF BIG SHELLS AT AN ARTILLERY "DUMP."



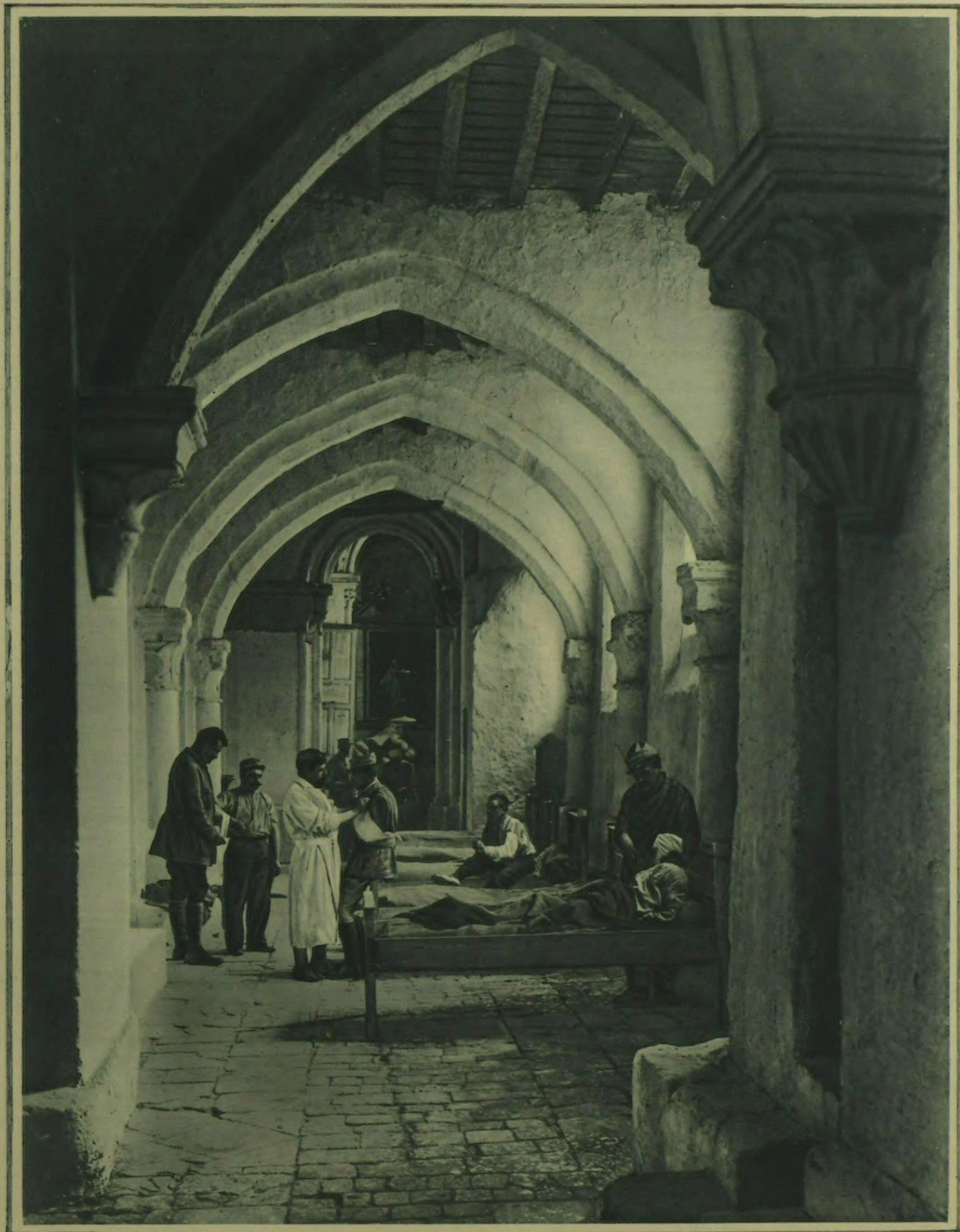
SHELLS OF A SIZE WE ARE USING FREELY: THE ONE IN FRONT BEARS AN ARTILLERYMAN'S MESSAGE.

A British cavalry detachment advancing at a rapid pace to seize a point of vantage during one of the recent battles on the British front in the Western Offensive is seen in the first two illustrations. The nature of the service the troopers are on is evident from the fact that they have with them, carried on a led horse, a Lewis automatic gun. The "Lewis" is a class of weapon that is doing invaluable work. It can fire upwards of three hundred rounds a minute and weighs only some 30 lb., thus allowing in cavalry work a large extra supply of ammunition to be carried among the horsemen. The third illustration shows two of the enormous guns our Allies are using in the battles now proceeding on the Somme. They are pieces of giant ordnance such as hitherto

were only seen in the turrets of Dreadnought battle-ships. The use of such guns in land battles was unimaginable before the war. The guns are brought to the firing-point on lines of rails specially laid down. The fourth and fifth illustrations show British shells of the kind we are using in big guns of much the same class as the French Titans just referred to. In the fourth illustration we see an artillery "dump," where the ordnance transport-wagons have temporarily deposited the shells close in rear of the battery lines. In the fifth illustration a shell is shown quite close, its size being suggested by the size of the N.C.O. lying down beside it. The message chalked on the shell is scored by way of jest, after a time-honoured usage among gunners in all armies.

CAMERA RECORDS OF FRANCE AT WAR: ONE OF 572 FINE EXHIBITS.

PHOTOGRAPH BY THE PHOTOGRAPHIC SECTION OF THE FRENCH ARMY; ON EXHIBITION AT THE ROYAL GEORGIAN GALLERIES, 180, OXFORD STREET, W.



THE PICTURESQUE SIDE OF THE EXHIBITION OF OFFICIAL FRENCH WAR PHOTOGRAPHS: A CHURCH TRANSFORMED INTO A FIELD-HOSPITAL FOR THE WOUNDED.

An exhibition of remarkable interest, both historically and artistically, consisting of 572 official war photographs taken by the Photographic Section of the French Army, was opened on August 3 by the French Minister of Public Instruction, M. Painlevé, in the Royal Georgian Galleries at Messrs. Waring and Gillow's, 180, Oxford Street, W. The exhibition is to remain open for six or eight weeks. Admission is free, but a shilling is charged for a catalogue, the proceeds going to the French Red Cross. The object of

the exhibition is to bring home to the British public something of what France has suffered in the horrors of invasion, from which we in this country have so far been spared, and also something of the heroic deeds of the French Army. Fresh exhibits illustrating current events at the front will be added from time to time. The photographs, which are of large size and high artistic quality, form a record of the whole operations in the West, from the sea to the Vosges, as well as at Salonika and Corfu.



MEMORIES OF HOME.

The above is one of the splendid series of war-photographs, taken by the Photographic Section of the French Army, now on view at Messrs. Waring and Gillow's in Oxford Street. Several more photographs from the exhibition are reproduced on other pages in this number. In this one there is noticeable both the technical excellence of the photographs, and the touch of pathos which is a characteristic in many of them. Two French officers are seen at a grand piano

which has somehow survived amid the forlorn wreckage of a *salon* in a French château on the Oise—one that has evidently suffered either from bombardment or from the wanton destructiveness of the German invaders. As they turn over the scattered music, and render snatches from it here and there, the two Frenchmen are no doubt reviving memories of happier times spent at home in days before the war.

PHOTOGRAPH BY THE PHOTOGRAPHIC SECTION OF THE FRENCH ARMY. ON EXHIBITION AT THE ROYAL GEORGIAN GALLERIES, 180, OXFORD STREET, W.

FRANCE'S MUNITION OUTPUT: MAKING BIG GUNS.

PHOTOGRAPHS BY THE FRENCH ARMY PHOTOGRAPHIC SECTION. EXHIBITED AT THE ROYAL GEORGIAN GALLERIE, 180, OXFORD STREET, W.



IN ONE OF THE FINISHING SHOPS: A BIG GUN STILL IN THE ROUGH SLUNG FOR MOVING.



IN ONE OF THE EARLY-STAGE WORKSHOPS: THE INNER BARREL-TUBE OF A BIG GUN BEING SUPER-HEATED AT ONE END, IN A FURNACE.

There are—it is common knowledge—plenty of French heavy guns at the front now, but the work of adding to them continues steadily to make progress at all the French arsenals and cannon foundries. There the workmen—and workwomen, also—are toiling night and day to keep up the supply for both the French Army and the French Navy. The two illustrations on this page show workshop scenes at one of the larger French State gun-foundries. In the upper illustration a large gun, in a well-advanced condition, is seen in one of the finishing workshops, the floor of which is packed

with artillery war-material in various stages of manufacture. The gun shown is being slung for transference from one part of the workshop to another in order to receive further attention as to certain details before being pronounced ready for issue to the executive officials of the ordnance transport department. In the lower illustration an inner barrel-tube for a big gun is shown undergoing an early form of treatment. One end is inside the furnace, while the heavy weight of the metal forging is held in position, by a stout chain, during the super-heating process.

THE PICTURESQUE SIDE OF WAR HAVOC: IN ARRAS CATHEDRAL.

PHOTOGRAPH BY THE PHOTOGRAPHIC SECTION OF THE FRENCH ARMY. EXHIBITED AT THE ROYAL GEORGIAN GALLERIES, 180, OXFORD STREET, W.



FROM THE EXHIBITION OF FRENCH WAR PHOTOGRAPHS: A CORNER IN THE WRECKED CATHEDRAL AT ARRAS.
WITH SOME SACRED STATUES LEFT STANDING.

Like other examples given elsewhere in this number from the exhibition of official French war photographs at Messrs. Waring and Gillow's, the one here reproduced shows how the recent ruins of war may be as picturesque as those of antiquity. A "Times" correspondent, writing not long ago after a visit to Arras, said: "There are some who say that Arras is even more impressive than Ypres. . . . The worst of the ruin here is concentrated in three or four chief points . . . the Place de la Gare, the Petite Place,

with the ruins of the Hotel de Ville, and the neighbourhood of the Cathedral. Each of these points has served as a constant mark for the German gunners. . . . More terrible even, perhaps, than the Hotel de Ville is what is left of the fine Cathedral of St. Vaast. The Cathedral was not old—barely a century—but it was very massive, and hardly in Rome itself can you see ruin on a more colossal scale." The Cathedral was built in 1755-1833, to succeed the old abbey church of St. Vaast.

"CRUELTY TOWARDS THE POPULATIONS OF LILLE AND OTHER OCCUPIED DISTRICTS": THE GERMAN DEPORTATIONS.

FROM THE DRAWING BY LUCIEN JONAS.



"ANYBODY TRYING TO ESCAPE DEPORTATION WILL BE MERCILESSLY PUNISHED": THE REMOVAL

Widespread misery has been caused in the northern districts of France still in the hands of the enemy by the deportation of civilians, including many young women and girls, who have been taken away from their homes and herded off to concentration-camps in order to work for the Germans. The official German placards warning the people of Lille and other places to be in readiness said: "All the inhabitants of the house, with the exception of children below 14 years of age and their mothers, and old men, must be ready to be transported within an hour and a-half. An officer will finally decide who is going to be taken to the concentration camp. The inhabitants of the house, therefore, must gather in front of their domicile. . . . All appeals will be useless. . . . Everyone must have his identity card. Anybody trying to escape deportation will be mercilessly punished." The French Government has sent to the neutral Powers a Note of protest on the subject, in which it is stated: "On the order of General von Graevenitz, and with the aid of the 54th Infantry Regiment, detached

OF 25,000 FRENCH SUBJECTS TO WORK FOR THE GERMANS—AN OFFICER SELECTING VICTIMS.

by the German General Headquarters, about 25,000 French subjects, young girls of between 16 and 20 years of age, young women and men up to the age of 55, without distinction of social condition, have been torn from their homes at Roubaix, Tourcoing, and Lille, separated without pity from their families and forced to work in the fields in the departments of the Aisne and the Ardennes." The victims selected were given from ten minutes to an hour to get ready. There were heartrending scenes when the young women were carried off from their parents to an unknown fate. Alluding to this new German outrage, in connection with the shooting of Captain Fryatt, Mr. Asquith said in the House of Commons: "I deeply regret to say that it appears to be true that Captain Fryatt has been murdered by the Germans. . . . Coming as it does contemporaneously with lawless cruelty towards the populations of Lille and other occupied districts of France, it shows that the German High Command have, under the stress of military defeat, renewed their policy of terrorism."—[Drawing Copyrighted in the United States and Canada.]

SCIENCE AND NATURAL HISTORY.



REPORTED AUTHOR OF FIVE RINGED WOODS, GENERAL THE ARABIAN ALPHAMIST.



PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNED BY ORDER OF DIOCLETIAN.



AFTER THE BURNING OF THE BOOKS ON CHEMISTRY, THE EGYPTIANS' BOOKS ON CHEMISTRY BURNED BY ORDER OF DIOCLETIAN.

SCIENCE JOTTINGS.

A PLACE IN THE SUN.

GERMANY is trying to persuade the world that she is the victim of the greed and jealousy of more powerful neighbours who, with fiendish ingenuity, have set themselves to bring about her ruin. She professes to regard this design as the more nefarious since its achievement must deprive the world of its principal humanising influence. We have now had a very practical demonstration of what German tutelage in this would mean, and we are all of us, curiously enough, inclined to regard the loss as a matter for profound thankfulness. She protests also that all she asked was to be allowed a place in the sun, where she could expand, and fulfil her destiny as the mentor of the human race.

As a matter of fact, the rest of the world was to Germany as Naboth's vineyard. She had a "place in the sun," but what she coveted was the rest of the earth, that she might satisfy, not the material needs of her people, but their inordinate vanity. She coveted, in short, more territory than she could possibly populate. This desire for territory is, in itself, an inherent desire not only among the human race, but among all animals which of necessity must guard and protect their young. The oyster and the codfish, for example, have no such desires, for they know nothing of parental care and responsibility.

The meaning, and the fierceness, of the struggle for territory is very unmistakably demonstrated in the behaviour of birds during the breeding season, when every pairing male seizes for himself a demesne which he will hold against all rivals, or die in the attempt. The area thus requisitioned depends on the nature of the food required by the prospective family. Insect-feeders, like the tit-mice, the robin, and the warblers, for example, require but a modest estate. The raven, peregrine, and eagle, on the other hand, must reserve to themselves a huge area, for their prey is less abundant and less easily caught.

This instinct—for these birds can have no reasoned convictions based upon calculation and forethought—is not the expression of a sense of personal aggrandisement, but an unconscious desire to secure the continuance of their race. When the family has been started in life, the

requisitioned territory is abandoned. Complacency and "neighbourliness" are fatal attributes in this regard, for every pair of birds which tolerates the presence of another pair in its own immediate neighbourhood ensures the destruction not only of themselves and their offspring, but that of the invading pair, or pairs, as well. Starvation must overtake them all. Furthermore, this aggressive spirit shown towards the members of its own kind must be invoked later against the offspring, which earlier were the subject of so much con-

This interpretation throws a new light on the problem raised years ago by Darwin. What happens, he asked, to the enormous numbers of young birds reared annually in any given locality, since in the succeeding year the numbers of such species show no increase? He supposed that this stability was maintained by an enormous death-rate. Undoubtedly this is large, but it is less than he supposed, a large percentage of the missing having been merely driven off to found families either in unclaimed areas in the immediate neighbourhood or in a district as yet unsettled by that species.

What is true of the birds is equally true of the higher animals. It has often been asked how it is that lions, for example, do not materially increase in numbers, having regard to the abundance of their prey. But the application of this same law of territory explains the mystery. Though young lions remain long with their parents—until, in short, their training in the art of killing is finished—then they too are driven off to fend for themselves.

Confirmation of this interpretation is found again among the birds. Where the supply of food is unfailing and abundant, huge breeding colonies are found. Take, for example, the guillemots, gannets, and cormorants. With these birds no more territory is required than will suffice for the accommodation of the nest. In the case of the guillemot, all that is required is a few inches to accommodate the single egg and the sitting bird. All, in these cases, are fish-eaters. Even predatory species like the osprey will live in colonies of this kind, though they are never to be numbered in their tens of thousands, as is the case with the species just mentioned. For like reasons, rabbits can live in colonies; foxes cannot.

Germany, in the near future, may advance arguments, based on natural phenomena of this nature, to show her need of "territory" beyond the boundaries of Europe. But she must be treated as the "rogue elephant" among the nations. And woe to the nations if they allow the specious arguments of Reynard the fox to explain away her crimes! They will richly deserve the fate that will speedily overtake them. Germany will either rule us or we must rule her—it is up to us to decide.

W. P. PYCRAFT



LIKE GERMANY, FIGHTING FOR TERRITORY: TWO RIVAL BLACK-CAPS IN THE BREEDING SEASON, WITH A CHIFF-CHAFF JOINING IN FOR FUN. Two black-caps are here seen fighting for their annual breeding territory. A chiff-chaff, unable to resist the excitement of conflict, has joined in.

Drawn by H. Grinnell.

sideration. So soon as they can fend for themselves, they must be driven off to fight the battle of life alone. Returning next year to their birthplace, to rear families of their own, they are peremptorily expelled, and thus are compelled to extend the geographical range of their species.



CAPTURED BY THE FRENCH AND EXHIBITED AT THE INVALIDES; A GERMAN GRENADE-THROWER FOR CASTING THREE GRENADES AT ONCE.

Official Photograph issued by the French War Office.



ON VIEW AT THE INVALIDES IN PARIS: A CAPTURED GERMAN GUN-REST AND GRENADE-THROWER (COMBINED).

Official Photograph issued by the French War Office.

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LIEUT.-COL. H. W. F. BIRCHAM, D.S.O.,
K.R.R. Corps. Awarded D.S.O. in present
war. Fought with distinction in S. Africa.
Son of Mr. F. T. Bircham, Chepstow.



LIEUT.-COL. OSWALD S. FLOWER,
R. Welsh Fusiliers. Son of late Edgar
Flower, Mulditch Park, Broadway. Men-
tioned several times in despatches.



MAJOR GEOFFREY B. PARNELL,
R. West Surrey Regt. Son of late Col. the
Hon. Arthur Parnell and Hon. Mrs. Parnell.
Served in S. Africa; Queen's medal, 4 clasps.



LIEUT.-COLONEL
ARTHUR HUGH LISTER, M.D., C.M.G.
Son of late Arthur Lister, F.R.S., and nephew
of late Lord Lister.



MAJOR R. H. HOWARD,
Sikhs, Indian Army. Son of
Rev. H. F. Howard, Bright-
walton Rectory, Wantage.



MAJOR V. L. S. BECKETT,
Yorkshire Regt. Son of late
Dr. and Mrs. F. M. Beckett
of St. Audrey's, Ely.



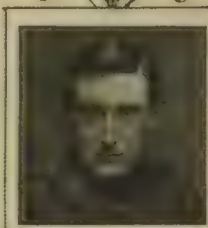
CAPTAIN
J. R. SOMERS-SMITH,
London Rifle Brigade. Son
of Mr. R. V. Somers-Smith.



LT. DONALD CAMPBELL,
Coldstream Guards. Grand-
son of Baron Stratheden and
Campbell. Killed in action.



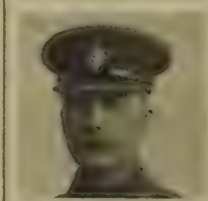
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S. Lancashire Regt. Killed
in action; aged 68. A well-
known stockbroker and J.P.



CAPT. THE HON. I. BERES-
FORD CAMPBELL, D.S.O.,
Coldstream Guards. Heir of
Baron Stratheden and Campbell.



LIEUT. W. CLARKE
McCONNELL,
Royal Irish Rifles. Son of
Sir Robert McConnell, D.L.



MAJOR HARRY H. A. GEE,
South African Infantry. Has
been officially reported as
having died of wounds.



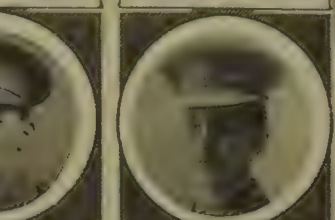
MAJOR C. E. BOND,
Welsh Regt. Had retired
from Volunteers; was ga-
zatted in June 1915.



BRIGADE-MAJOR W. T.
WYLLIE,
Durham Light Infantry. Son
of Mr. W. L. Wyllie, R.A.



CAPT. GUY DICKINS,
K.R.R. Corps. Son of late Mr.
A. L. Dickinson, Manchester. Was
Fellow of St. John's, Oxford.



2ND LIEUT. L. J. M. ALLEN,
Only son of Mr. H. W. Allen,
Clapham Common. Killed in
action. Aged 19.



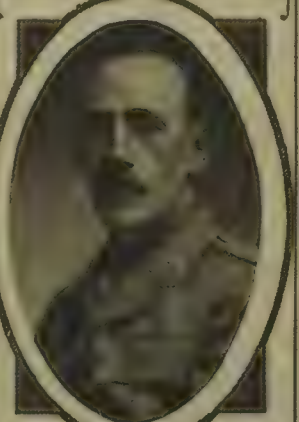
LIEUT.-COL. HUBERT L. BUDGE,
Royal Scots. Fought in S. African
War; Queen's and King's medals,
5 clasps.



MAJOR G. F. FARRAN,
R.F.A. Son of Mr. George H. Farran,
late Commissioner of the High Court
Bombay.



MAJOR CHARLES SCOTT-GATTY,
Hertfordshire Regt. Second son of
Sir Alfred Scott-Gatty, Garter King-
of-Arms.



LIEUT.-COL. A. N. HENDERSON,
R. Warwickshire Regt. Awarded Military
Cross. Was son-in-law of Sir Philip and
Lady Rose, of Rayners, Penn.

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Thought she would not live

"At the age of 3 months, she was quite a little wreck, puny and fretful, as I could not get a food to suit her, and many of my friends thought she would not live, but from the day I started her with Mellin's Food she gradually gained, and is now one of the bonniest and happiest of babies that one could meet—the picture of health and strength."—Mrs. W. B., St. Denis, Rohais, Guernsey.

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No. 483

LADIES' PAGE.

THERE has been one supremely sensible fashion evolved by the present period of stress, economy, and development of women's work—I mean, the "coat-frock." While the freak fashions invented by business people to stimulate the trade in dress have been passed quietly by, both in France and this country, the coat and skirt as we have known it for several years has been adopted almost as a uniform for everyday occasions, accompanied by different forms of pretty blouses; and, while varying in the width and in the length of skirt, and cut and decoration of the coat, this tailor-made fashion has still been always of a quiet and sensible construction. But it is a somewhat severe mode, not really suited to any fabrics but the plain and useful materials, such as wool and alpaca—those dress-goods to which the "language-of-flowers" meaning for the little grey mignonette-blossom might be applied: "Your qualities surpass your charms." The coat-frock, on the contrary, is well expressed in smarter materials. It is at its best and most approved in taffetas, with its variety of colourings and its sheen of surface, or in black satin or other silk, whether of the glacé or soft faille kind. A degree of "fussiness" can be imparted by means of gaugings round the hips, or gathered frills round the bottom of the garment. It can have pretty buttons, either on the corsage portion only or right down the front; the throat can be cut slightly open to show a chemisette, or a dainty collar can be laid on the revers and the throat left bare, or it can have a round, closed throatlet. All these and other variations give distinctiveness, and what a little dress-maker that I used to know called "chickiness," to the whole effect, and afford us the eminently desirable possibility of a dressy gown that is at the same time particularly simple, unconstraining, and useful—serviceable for most occasions. Cut all in one piece, merely outlining the waist (which is always just higher than the normal line, to give a nice fall to the skirt part), and only reaching to the ankles, it is a garment deserving to be adopted in wartime by acclamation, and so it has been. One sees it on the best-dressed women and in the smartest of shops.

Another very useful and practical style, for everyday use and all materials, is the "jumper," the one-piece dress that is widely cut out round the arm-holes and down at the neck, so that a blouse can be worn under it, showing the sleeves and a good part of the front of the muslin or other light fabric of that separate under-bodice; or it is often made on a lining, with a contrasting fabric for vest and sleeves attached to the "jumper." The first-mentioned style is obviously the real and true notion involved; you have your over-dress cut out widely round the top and the arm-holes, fitting quite loosely, and just held in round the waist by a belt, so that you "jump" into it over any blouse that is handy. But to have the whole garment complete as a one-piece dress is, perhaps, the most convenient. It makes up well in the washing materials that can go to the tub as soon as necessary; or



AN AFTERNOON DRESS, MADE OF BOTTLE-GREEN FAILLE AND TRIMMED WITH GREEN-AND-GOLD EMBROIDERIES.

it is effective in fine serge or gaberdine, or even in silk, or fine wool and silk mixture, or silk voile, for the jumper or over-dress part, with some fancy transparent material for the under-bodice. Georgette crêpe, which has just enough substance to be useful, comes in excellently, or embroidered white muslin, or fancy ninon, or patterned voile. The "jumper" itself can be embroidered just above the waist-belt, and the belt itself can be decorated, and so can the edges of the over-dress where it is cut away, whether that excision be just enough to make a wide arm-hole, or, as it often is, right down to the waist-line, or even below it, in front, or both back and front, the "jumper" top in this case being reduced to little more than wide braces over the shoulders. Both these styles are so eminently sensible that they are pleasant to see so fashionably patronised for country and seaside frocks.

Indeed, the "jumper" style, with the top merely braces, is effectively used for simple evening and dinner frocks too. A golden-yellow taffetas "jumper," cut with two deep flounces for the skirt, above that being merely a folded waist-belt about the depth of the hand and two wide bretelles, was associated with a daintily folded under-bodice of palest yellow tulle; the bretelles were rather closely embroidered in gold beads, and the same tiny beads were scattered irregularly on the tulle. It was an exceedingly smart evening frock, and yet so simple. Both for day and evening wear, bead embroideries are very much liked, and a girl clever with her needle can wisely spend part of her "daylight saving" evenings in preparing a beaded belt and cuffs, and perhaps outside pockets, for her own autumn frock. The Russian blouse—another sensible fashion—is to be popular, and this is effectively trimmed by a strip of bead embroidery; a single strip set down the left side of the figure only, for that is where the Russian blouse ought to fasten, with visible buttons. That is the true Russian style, but the name is now applied by dress-makers to any rather long, loose coat belted in carelessly and loosely round the waist, even though it may fasten up the middle of the figure, or even if it have a yoke piece.

Narrow bands of fur are also to be used as trimming on the coming dresses; in fact, some Paris model blouses in chiffon and ninon are even now edged with fur. The skirt should be reasonably full and fairly short. Slender girls can with advantage wear a shorter skirt than plump and not very tall ones can; while older women in short skirts bring on themselves criticism as to their years that they might avoid by letting the dress reach to the ankles; a very short skirt is not favourable to middle-age, however smart the foot-gear. Most young girls may wear quite short skirts with plenty of "flare." The early autumn model coats that are now to be seen privately, and will shortly be on show—ready, alas! for soon-coming autumnal chills—are all cut with a "flare." Some are fitted in to indicate the waist, others still depend quite loosely from the shoulders, but in either case there is that definite increase of fulness round the lower or skirt portion of the garment that is called a "flare" or "ripple." FILOMENA.

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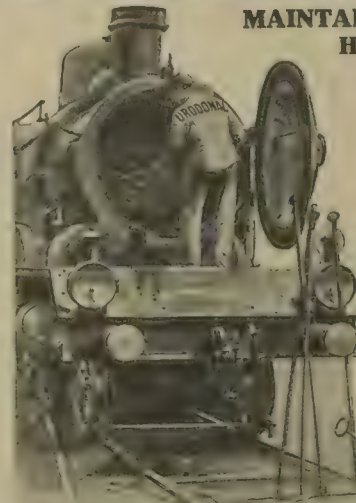


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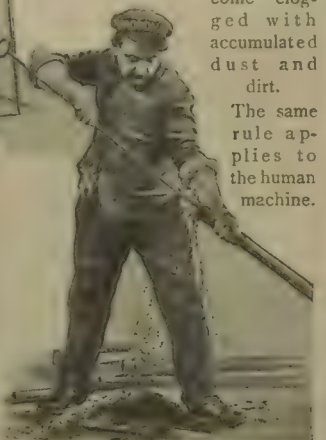
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This cleansing process may be compared to the cleaning of the boiler and pipes of an engine, which would certainly refuse to work were its various parts allowed to become clogged with accumulated dust and dirt.

The same rule applies to the human machine.



Certain blood vessels (veins and arteries) can be compared to boilers. By dint of continually working and circulating blood that is more or less loaded with impurities, their walls become encrusted and hardened, so as to resemble "clay piping." This is **Arterio-sclerosis**, the baneful consequences of which are only too well known. Uric acid is the chief enemy, inasmuch as it is always present in excess whenever nutrition is disturbed. It paralyses the heart, and is in some cases the sole cause of certain diseases of this organ (Pericarditis, endocarditis, etc.). Heart trouble, as well as disorders of the circulation, are, therefore, greatly benefited from the use of URODONAL, which is thirty-seven times more powerful than lithia as a solvent of uric acid; and, therefore, effectively prevents the appearance of the manifold troubles due to its presence. Dr. LAUKIAN, Paris Medical Faculty.

URODONAL, prices 5/- and 12/- (latter size equals three 5/- bottles) prepared by J. L. Chatalein, Pharm. Chemist, Paris. Can be obtained from all chemists, or direct, post free, from the British Agents, **Reppells**, Foreign Chemists, 104, Piccadilly, London, W., from whom can be obtained, post free, the full explanatory booklets: "Scientific Remedies" and "Treatise on Diet," also "Lancet" Report. Agents in Canada: Messrs. ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada. Agents in U.S.A.: Monsieur GEO. WALLAU, 24, G. Clin Street, New York, U.S.A. Sub-Agents for India, Burma, and Ceylon: G. ATHERTON & CO., Calcutta, Bombay, etc.

URODONAL dissolves uric acid, removes sandy deposits from the heart valves, prevents degeneration of the blood vessels, which interferes with normal circulation, thereby preventing overstrain of the heart.



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your face and skin are entirely at the mercy of the scorching sun and winds, most of the time being spent in the open air. You must, therefore, prepare your face and hands before starting out. For this purpose there is no better preparation than the world-renowned toilet cream, Beetham's La-rola. It is absolutely pure, greaseless, delightfully fragrant and refreshing to use, and a little applied to the face and hands will prevent or remove all traces of Sunburn Irritation, Redness, etc.

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The Dread of Restless Nights.

SLEEP is a periodic resting condition of the body, and especially to the nervous system. **Insomnia or Sleeplessness** causes not only great annoyance, but by interfering with the natural rest, deprives the person of full activity during the daytime and becomes a serious menace to the health. Broken nights often produce insomnia. In **Old Age** particularly the tendency to sleep soundly usually diminishes. Care with regard to the diet is essential; this will remove some of the causes of insomnia. Late meals should be avoided as they frequently cause **Dyspepsia**, and the attendant discomfort which disturbs the rest. The 'Allenburys' Diet is a never-failing comfort in such cases. So striking has been the unsolicited testimony as to the efficacy of the 'Allenburys' Diet in affording an easily digested last meal at night, that it will be found surprisingly helpful in combating sleeplessness. A cupful after going to bed usually proves all that is necessary to ensure quiet and refreshing sleep and digestive rest.

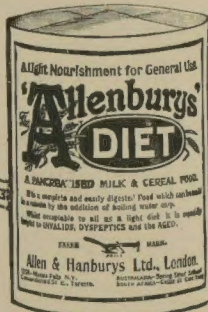
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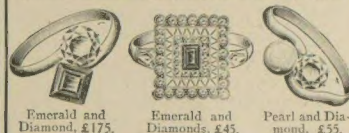
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Restores Grey or White Hair to its
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The Original Preparation for Cleaning and Polishing Cutlery,
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permanently removes
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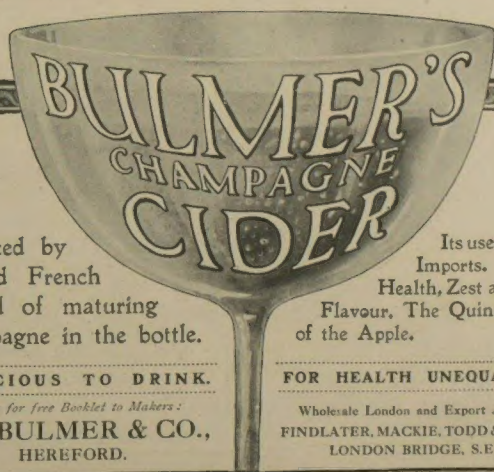


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THE CHRONICLE OF THE CAR.

Licenses for New Cars.

As a certain amount of publicity has been given to a statement that it was not the intention of the Petrol Control Committee to issue a permit to the owner of a car acquired after Aug. 1 this year, and doubt has arisen in regard to the position for obtaining petrol for commercial motors acquired after that date, it may be of interest to motorists generally to state the views actually expressed by the Petrol Committee on these points. Written to on the subject, the Committee replied "that persons who acquire motor-cars or commercial motor-vehicles after Aug. 1 should apply to the Committee for a form on which to state their requirements. On receipt of the form duly completed, the question of the license to be issued will be considered." This does not entirely clear up the question "Aye" or "Nay," but leaves the matter practically at the discretion of the Committee. If I may venture to read the mind of that body, I believe that new private cars (unless to replace vehicles for which a petrol permit has been already granted) will *not* be given petrol, but that new commercial vehicles will be given a limited supply.

Cheaper Cars. Now, what is the result, or what will be the effect of this petrol restriction on the bulk of private car owners in this country? Will it throw a large number of motor-carriages into the market, and so cause a general slump in car values? Or will it produce cheaper cars generally? It is difficult to give a general answer to these questions. No doubt many owners will lay up their motors until the petrol-famine days are past; some may give up their cars altogether and sell them for what they will fetch, and put up with a poor price; and others may sell big cars, or store them, and buy small cars, so as to make their present petrol allowance go further. On all hands, I hear from country motorists who still have horses how glad they are that they have retained them, so as to be able to drive to the station, etc., now their cars cannot adequately take them; and the younger members of the family will have to put up with cycles as their means of transport. Carefully analysing the situation

leads me to think that the supply of petrol will be still smaller for the next twelve months, and that the cars of the future will have to be designed on a most economical fuel-using basis.



OLD ENGLAND—AND A TYPICAL MODERN MOTOR.

The ruined gateway of the old Manor House at Chipping Campden, a picturesque village in Gloucestershire, is emphasised in curiously interesting fashion by the proximity, in the foreground, of a handsome 16-20-h.p. "Wolseley" car, a production of the well-known "Wolseley Motors, Ltd.," whose London depot is in York Street, Westminster.



SONS OF THE EMPIRE: A SCENE AT THE FRONT.

The unity of the Empire has been conclusively shown by the gallant way in which native Maories have fought side by side with their white comrades, alike in the Gallipoli campaign and in France. Our photograph shows a group of wounded New Zealanders, including native Maoris and British settlers, in front of two Napier ambulances, part of a big fleet attached to the New Zealand Expeditionary Force. The Napier cars attached to the New Zealand and Australian Expeditionary Forces have elicited nothing but praise.

A British Chance.

Here, then, is an opportunity for the British automobile engineer. The American cars are usually about 24-h.p., consuming about a gallon of fuel per 12 to 15 miles. One can get the same carrying capacity from a British car of 10 to 12 h.p., consuming a gallon of fuel per 25 to 35 miles. True, the first cost of the bigger-engined Yankee is about the same or less than the smaller British one, but in these days of scarcity lucky are those that own small British cars or who buy them to replace the "hungry" big-engined carriages. I see that another low-priced U.S.A. production is coming on the British market when possible. This is the New Briscoe car, costing £130 at the factory in Michigan, U.S.A., fully equipped with electric-lighting, engine-starting fittings, to carry five persons. Its chief point of novelty to us over here is a gearless differential in place of the normal type. With an engine of four cylinders (3 1/8 in. with 5 1/8 in. stroke) developing about 24-h.p. nominal, its fuel-eating capacity will put it out of court for the moment. Yet I should not be surprised to see this type made in England in the near future. There is room for a car of this horse-power, produced in large quantities, to enable it to be sold at a low price in this country and Europe generally in normal times, and so I fully believe that British manufacturers might do worse than produce a low-price model to compete with the American crowd of rivals for our trade in the Eastern Hemisphere.

New Light-Car.

What may be termed a car of mixed origin is being placed on the motor market by the Herbert Light-Car Company, as the engine of 11 1/2-h.p. hails from America, while the chassis is built up in London. This is quite a useful light-car, fitted with Captain detachable rims on wire wheels, making a neat two-seater either with an open or enclosed coachwork body. It is not cheap at £275, including a dicky-seat, but this price is likely to be reduced after the war. At this season one expects to see new models, or at least read about them, so this must be my excuse for bringing such cars to the notice of my readers when few, if any, motorists are considering the question of buying new vehicles. For those who do think of buying one a light-car seems the most appropriate vehicle to buy in view of low fuel-consumption. W. W.

Proof of the Saving of Petrol

TYRES.		COMPARATIVE PETROL-CONSUMPTION TESTS—MILES RUN ON ONE GALLON	
Canvas Tyres.		18 miles, 897 yds.	
Palmer Cord Tyres.		20 miles, 781 yds.	
TYRES.		COMPARATIVE SPEED TESTS—MILES RUN IN AN HOUR (SET THROTTLE)	
Canvas Tyres.		31.68 miles	
Palmer Cord Tyres.		33.89 miles	
TYRES.		COMPARATIVE COASTING TESTS—DISTANCE RUN (IN FEET).	
Canvas Tyres.	Max. Speed per Hr. 21 1/2	1118 ft.	
Palmer Cord Tyres.	24 1/2	1746 ft.	

Palmer Patent Cord Tyres yield one-tenth more mileage per gallon of Petrol than any other tyres known. All other tyres have canvas foundations—set up internal friction—waste engine power—therefore **WASTE PETROL**. Palmers eliminate internal friction because of their Patent Cord foundation, and transmit the utmost possible power from the engine to the road.

The basis-units of the Palmer Cord foundation are strands of fine strong cotton. Each strand is insulated in a coating of pure rubber, and these friction-proof strands are multiplied—each composite being in turn insulated in a rubber-coating—until the Palmer Patent Cord has been formed. Scientifically arranged layers of these Cords are the foundation of each Palmer Cord Tyre, and surmounting all is the toughest wear-resisting tread ever moulded on to a tyre.

Because of the wonderful Cord construction Palmers are friction-free, last longer, and yield greater resilience than the best canvas tyres made.

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Palmers are made in all sizes, with the original three-ribbed rubber and the steel-studded treads.

SOME OF THE PRICES.

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760 x 90 mm.	4 6 6	820 x 120 mm.	6 1 0
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And at Paris and Amsterdam.

The above record of actual Tests at Brooklands proves the saving in petrol.

The tests were made under exactly equal conditions of axle-load, tyre-pressure, etc.

Petrol Consumption Tests showed Palmers 10% below canvas-lined tyres.

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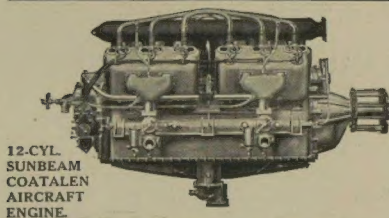
Coasting Tests showed that Palmers carried the car (gear in neutral) over 50% further than canvas-lined tyres.

Every motorist should write NOW for the Booklet No. 40, "Palmers, Petrol and Power," which gives fully detailed proof of the TEN PER CENT. PETROL SAVING.

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When the entire engineering resources of the nation are being devoted to producing munitions, the fact of a firm being contractors to the Admiralty or War Office is not necessarily a mark of distinction. That depends wholly on the nature of the munition supply. From the commencement of the war the Sunbeam Company's activities have been devoted to supplying the British and Allied Governments with cars, ambulances, and Sunbeam-Coatalen aircraft engines—all exclusively evolved by the firm's costly, elaborate, and lengthy experimental work.

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The Oxygen Face Cream.

STAGE Beauties unite with Society Leaders and the great army of women war-workers in acclaiming the superiority of Ven-Yusa Crème de Luxe over all other face creams.

Ven-Yusa acts in quite a novel way. It is essentially a natural preparation, and its effect on the skin is the equivalent of "an oxygen bath." It refreshes and rejuvenates.

Ven-Yusa cleanses the pores, and by revitalising the tissues imparts to the skin a delightful, velvety softness and beauty which are lasting.

There is no suggestion of artificial aid in the Ven-Yusa complexion. It always carries the natural bloom of youth.

Never be without a jar of this unique oxygen cream on your dressing-table, and use it morning, noon, and night.

MISS LYSA GRAHAM, the Gaiety Theatre favourite, writes: "Ven-Yusa leaves the skin beautifully soft and flexible with no suspicion of grease, and gives a velvety appearance to the face. I shall certainly recommend Ven-Yusa as widely as possible."



1/- per jar of Chemists,
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every motorist to practise economy until victory has crowned her efforts, after which it should be his duty to consider the claims of BRITISH CARS in general, but in particular the

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"THE CAR EFFICIENT."

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Let your next car be a Crossley.



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ORDER your "Buick" now, and you will be amongst the first "After War" owners of the famous 1916 "Six." At present our Organisation is engaged on National Service, and our output is restricted. But send for our catalogue to-day and make your future plans now.

General Motors (Europe), Ltd.
136 Long Acre, London, W.C.

Buick
VALVE-
IN-HEAD
MOTOR
CARS



THE FRENCH ARMY PHOTOGRAPHS.

(See Illustrations.)

THE photographers attached to the French Army—*la Section Photographique de l'Armée Française*—are responsible for all the pictures on view in the Georgian Galleries at Waring and Gillow's. In other words, the exhibition in Oxford Street is official. It has the air. There is nothing fantastic about these quiet, matter-of-fact records of the war, unless here and there a ruined belfry or a broken archway strikes an exaggerated attitude. The note of nearly all of them is calm; every type of Frenchman has been snapped, either in the trenches or behind the lines, but never a Frenchman of them all seems to be put about; they stand stolidly to their tasks as if the tasks of war had been part of the day's work in France for the last fifty years.

In all these photographs—nearly six hundred of them, containing many thousand figures—I did not notice one Frenchman who did not appear to be setting about his task with an expression of stern resolve. Let loose a *Section Photographique* among our Tommies, and a smile would spread across the face of one who's battalion after another. But the Frenchman, if he is grave, is not necessarily depressed. His gravity has nothing in common with the sulky weariness of the Hun prisoner. It is just the opposite of sulkiness; he is grave because he is so intent on his job. Particularly interesting are the many views of Verdun, of the stricken town and the defences. We are shown the heaped-up reserves of munitions in this region; we see

their period under devastating fire. Anything is easier to break than this new spirit of endurance; the churches and cathedrals crumble under the shells, but the French soldier remains. That is to say, he remains as an army, though individually he may fall. It is as an army that we see him in this most interesting exhibition. Where one or two are gathered together, the individual, however admirably the camera has done its work, is lost; there, in little groups of twos and threes, stand the representatives of a Power, less active in preparation than the enemy, but not less active and diligent in the sequel. I think that even a Prussian, were he to visit Waring and Gillow's, would realise with a new dismay the indomitable quality of the soldiers who people those photographs.

"THE SISTER-IN-LAW." AT WYNDHAM'S.

IS the wife's sister or the husband's sister destined to destroy the long-unchallenged monopoly of the mother-in-law in domestic farce? It looks like it, if we can count on a new fashion being set by Mr. Cyril Hallward's piece, "The Sister-in-Law." Dorothy Marston, a cheerful egoist who declines to understand that a two-years' stay with her married sister, Mrs. Bawtreys, could be looked on as over-long, proves for a while very amusing, especially in her spirited encounters with the other sister-in-law, an old maid who in her brother's interests is capable of saying the most insulting things in terms of politeness. There is real wit in their passages of arms, and Miss Mary O'Farrell and Miss Marie Illington in the two rôles make good use of their chances. Laughable also in a mechanical sort of way is the situation produced by the husband's success in planting the intruder on a stockbroker friend. His plot succeeds only too well, since it drives wife as well as sister-in-law from his home and makes her join the new bride, to play the same part in her home as Dorothy did with the Bawtreys. The lugubrious airs of Mr. Sam Sothern's stockbroker are well worth going some distance to watch, and the tears of Miss Christine Silver's Mrs. Bawtreys at the breakfast-table may divert our optimists. But, truth to tell, there is rather too much insistence on the seamy side of human nature in "The Sister-in-Law." The author does not even spare his own profession, and condemns Mr. Nigel Play air to represent a dramatist who cannot manage his own household and calmly uses his relatives as material for his plays.

To-day (Aug. 12), about a thousand wounded soldiers are being entertained by the Lord Mayor at the Karsino, Hampton Court—the biggest thing of the kind since the King entertained a thousand wounded men to tea on two consecutive days at the Royal Mews. As Hampton Court is a considerable dis-



THE NEW "BURFRON" WATERPROOF.

Everyone knows that failing of the waterproof which, however efficient otherwise, admits wet through the openings in front. This cannot be prevented on the old system of buttoning, and the wearer's legs get wet through, even in light rain. To avoid this difficulty, the "Burfron," the most recent invention of Burberry's, of the Haymarket, makes it impossible for rain to penetrate the front. The construction of the "Burfron" is a subversion of ordinary principles, but it would be hard to imagine a more efficient safeguard for the front as well as the back, as there is no buttoning or opening of any kind. Yet the coat is, like all Burberry productions, notably smart. Both pedestrians and mounted men will greatly appreciate the "Burfron," and it forms a most ingenious riding-apron.

tance from the London Hospitals, the transport of so many men is rendered possible only by the fine organisation of the Motor Squadron of the London Volunteer Rifles. It is a task of some magnitude, and motorists outside the ranks of the L.V.R., who are willing to assist with their cars, are invited to communicate with the Hon. Secretary, Mr. A. J. Wilson, 154, Clerkenwell Road, E.C.

The "National Egg Collection" has proved one of the most practical and valuable of all aids for the wounded, but now some shortage in the supply is feared. The Committee earnestly hopes that more helpers will volunteer and enable them to supply the big hospitals at home, as well as the base hospitals. The Hon. Secretary, 154, Fleet Street, E.C., will gladly send all particulars.



THE JUTLAND BATTLE MEDAL.

Admiral Prince Louis of Battenberg has had a medal struck to commemorate the Jutland Battle. On the obverse are the Union Jack and White Ensign, a trident and shield inscribed "May 31, 1916," and "To the glorious memory of those who fell that day." On the reverse are the date and inscription with names of Admiral Sir John Jellicoe, Commander-in-Chief; Vice-Admiral Sir David Beatty, commanding Battle Cruiser Fleet. Messrs. Spink and Sons, 17-18, Piccadilly, W., are agents for Prince Louis and the profits are to benefit naval orphanages. The medals may be had in white metal at 7s., in bronze at 5s., in silver at 3s. 6d. and 15s., or in gold.

the entrance to Douaumont Fort, now effaced; we see the first line troops returning from a spell of work, taking their period of relief as much as a matter of course as they take



Years ago, Sir J. M. Barrie said of *Craven*—"It clears the brain and soothes the temper." Nearly all Great Men who are pipe smokers, smoke *Craven Mixture*

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